

COUNTRY East Germany Approved For Release 2001/11/21 : CIA-RDP80-00810A00030001-4

TOPIC Grossenhain Airfield

EVALUATION see below PLACE OBTAINED 25X1A

DATE OF CONTENT 25X1A

DATE OBTAINED DATE PREPARED 21 January 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. No air activity was observed at Grossenhain airfield at 9:30 a.m. or at 1:15 p.m. from 13 through 15 November and on 17 November. Three jet fighters were seen in front of the eastern hangar on 17 November. No air activity or planes were noticed on 20, 21, 29 November and from 1 through 4 December. No sentry was observed at the gap in the fence on Elsterwardaer Strasse.
2. From 13 November to 4 December, construction work on shrapnel-proof aircraft revetments was accelerated. Ten such revetments were completed at the north side of the field, about 600 meters east of Elsterwardaer Chaussee. Other aircraft revetments were under construction there. Construction work was going on east of the eastern hangar. The openings of the aircraft revetments at the north side of the installation faced the runway. One revetment was about 100 meters south of the western end of the runway. This revetment did not have the same shape as the standard revetments, but was semicircular and had no opening at its rear.
3. Logs from 2 to 4 meters long were being unloaded from one or two flatcars on the spur track of the field on 29 November and between 1 and 4 December. On 21 November, 40 soldiers carrying spades and wearing red-bordered black epaulets, some of them with artillery insignia, were observed passing through the gap in the fence.

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4. [REDACTED]
5. From 1 through 12 December, there was no flying at the field, although there were spells of fair weather during that period. There was 4 cm of snow at the landing field. Neither the runway or the taxiway were cleared of snow. Only truck tracks were seen. On 7 December, source observed six MIG-15s. Their wings were covered with snow. One of the planes was marked by red No 604. After an interval of six weeks, the searchlight was seen again in operation on 11 December. The searchlight was posted in the north-western corner of the field and was in operation from 5:30 to 9 p.m. with short interruptions. At 10:30 a.m. on 12 December, [REDACTED] At 11:30 a.m., two MIG-15s flew over the town. Source believed that they were not stationed at Grossenhain, because he had not observed them taking off from the field.

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6. During the first half of December, new aircraft revetments were under construction at the field. The row of aircraft revetments extended from the east side of the landing field via its northeastern corner to the middle of the north side of the installation. Source estimated that there were 45. <sup>2</sup>
7. In early December, the board fence along the Grossenhain-Elsterwerda road was reinforced by wooden braces. On 6 December, fuel was being transferred from two railroad tank cars into two tank trucks. A structure with a black box at its corner was seen on the flat roof of a building. <sup>4</sup> In early December, motor vehicle traffic between the field and the town was light.

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8. The following observations were made at the field from 24 November through 5 December 1952:

24 November. From 7:30 a.m. to 2 p.m. and from 2:30 to 3:30 p.m., there was no flying. There was a 4/10 overcast at an altitude of about 1,800 meters, and visibility was good. Six MiG-15s fitted with auxiliary fuel tanks were parked at the southern end of the north-south runway. Two other MiG-15s were in front of the hangars.

25 November. There was no flying. There was a 5/10 overcast at an altitude of about 1,000 meters. Visibility was good. Six MiG-15s were observed at the southern end of the runway, and four others were in front of a hangar.

26 November. No flying was observed from 7:30 a.m. to 2 p.m. There was a 5/10 overcast at an altitude of about 1,200 meters.

28 November. Dense ground fog prevented any flying activity. No aircraft were observed because of restricted visibility.

30 November. There was no flying. Six MiG-15s were observed at the southern end of the runway.

1 December. There was no flying. The weather was foggy in the morning and there were snow flurries in the afternoon.

2 December. At 2:30 p.m., six MiG-15s without auxiliary fuel tanks, probably the alert planes, took off within some minutes for local training flights. The last plane landed again at 5:10 p.m. No aircraft were observed between 2:45 and 4 p.m.

3 to 5 December. No flying was observed.

From 24 November to 5 December, no snow was removed from the field. Except near the aircraft revetments, only few Soviets were seen at the field. <sup>1</sup>

9. About 4 p.m. on 2 December, five large aircraft crates, which source believed had arrived recently, were seen in front of the shed on the western border of the field. Old aircraft crates had been stored for weeks south of this shed near the loading ramp. The dimensions of the crates were estimated at 6 x 2 x 2.5 meters.

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10. About 20 cubic meters of timber about 4 meters long and 20 cm in diameter, 3,000 concrete slabs measuring 50 x 30 cm, and about 1,000 iron girders 4 meters long and 5 to 8 mm thick were stored in the northwestern corner of the field, near the spur track. At 3:30 p.m. on 5 December, four railroad carloads of railroad ties were being unloaded there. 3

11. On 4 December, a shrapnelproof aircraft revetment was under construction at the west side of the field, on the Grossenhain-Elsterwerda highway. After 2 December, all aircraft revetments were planted with small bushes. 2

12. [REDACTED] the airfield commandant was one Major Igagenkov (phonetic spelling) (Ru). [REDACTED] stated that all Soviet dependents had to leave East Germany by early November, and that Soviet Air Force soldiers were strictly forbidden to speak to Germans outside the field or to visit German homes. 6 25X1X

13. [REDACTED]

1. [REDACTED] Comment. The headquarters of a fighter division and two fighter regiments are stationed at Grossenhain airfield. Most of the MiG-15s available at the field are housed in the nine hangars in the southwestern portion of the installation. It appears that except for the activities of the alert planes there was no flying at the field during the reported period. [REDACTED] the first time in Grossenhain. It is a type-29 plane, which was previously seen in Alt Loemewitz and Zerbst. 25X1B

2. [REDACTED] Comment. The construction of shrapnelproof aircraft revetments at the field was accelerated. A total of 45 such revetments have been completed or are nearing completion. For location of these revetments, see [REDACTED] 25X1X

3. [REDACTED] Comment. The construction materials were probably required for the construction of aircraft revetments. The utilization of concrete slabs and iron girders as reported in paragraph 10 indicates that the revetments will be permanent structures. It is unknown, whether the railroad ties mentioned will also be used for the construction of revetments.

4. [REDACTED] Comment. Source made a sketch of the structure seen on top of a building. This sketch, which was not disseminated, indicates that it may have been a lookout post. 25X1A

5. [REDACTED] Comment. The crates may have contained aircraft shipped to the field. However, the dimensions of these crates is known to be 8 to 10 meters long.

6. [REDACTED] Comment. Major Igagenkov was mentioned for the first time. The correctness of the information that all Soviet dependents had to leave East Germany by early November 1952 is doubted.

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